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An ACCOUNT of a SHOAL to the Eastward of the Cape of Good Hope, taken from the relation of some English Passengers, and also from the Journal of the Brigantine Telemaque, Captain Geraud, which sailed from the Cape for Madras, the 22d January, 1786, and arrived at Madras the 17th May following.

Communicated by William Petrie, Esq;

The Account taken from the English Passengers.

"Monday the 6th February 1786, at a quarter before 6 o'Clock AM. Latitude $38^{\circ} 11'$, Longitude $19^{\circ} 37'$ East of Paris.

"Were alarmed with a noise upon Deck, and a Cry of Rocks, upon our getting upon Deck, the first thing we perceived, was an extraordinary rippling and commotion in the Sea, which tossed the vessel about a good deal, The waves were short, and had an appearance not unlike the breaking of a moderate Surf, which extended to the

B

Southward

Southward as far as we could see. We run to that part of the vessel, where the people were looking from, and plainly perceived almost directly under her run, a ridge or line of Rocks, and the same on the other side, but immediately under the Ship's run, we saw no ground; the Depth of Water on the Rocks, appeared to us to be about 3 fathoms, or perhaps hardly so much, the vessel was tossed about a good deal as if she had been in a Surf. The Captain and Officers were greatly alarmed, and knew not what to do. We think to the best of our recollection, that the vessel continued in this Channel for some minutes, expecting every moment to strike, seeing the Rocks on both sides so plain that we could clearly distinguish long green grass in some parts hanging on the sides of the Rocks. Losing sight of the Rocks, they hauled to the Northward, and in about half an hour got clear of the rippling, but still saw it stretching far to the Southward. We were steering South Easterly under light variable winds from the SE to NW before we came on this Shoal, and when we altered our course, we steered ENE."

Account

Account extracted from the French Commander's Journal.

"At $\frac{1}{4}$ past 6 AM at Sun rising on the 6th of February, we perceived that we were upon a Shoal, which appeared to us of Rocks. The colour was whitish inclining to green. At the first view, we thought the depth of water, on both sides of the Vessel was about 3 fathoms, or hardly so much, because we saw the bottom so plain, but immediately under the vessel, the depth was greater. The clearness with which we beheld the Rocks, left no doubt of the eminent danger of our situation. As it was of more consequence to us to attend to the preservation of our Lives by manœuvring the vessel, than to ascertain the exact depth by sounding, we did not use our lead, and therefore can only say what the depth of water appeared to the eye. The Shoal seemed to be of great length, for our view could not take in the whole of its extent to the Southward. We had been steering SW and now hauled up to ENE, the wind which had been from the SE having veered round to NW, in about an hour and a half, we lost sight of the Shoal. It is to be remarked that this Shoal is very steep, and on that account more dangerous, for the instant we were off it, the Colour of the water became blue, without any mark of the proximity of Soundings."

So

So far the Journals and the Accounts of the Passengers seem to agree pretty nearly, but what follows is contradicted by the Passengers, who say, that it was only the reflection from a cloud which gave the appearance of Rocks, and the apprehensions of the Crew which readily converted the Shade on the Water into another Shoal.

"In about an hour more we fell in with another piece (Morceau) of the Bank or Shoal, the depth of Water on which appeared to be about 4 fathoms." They then add, "It is necessary to observe, that during the day and night preceding, we had chiefly calms, and very smooth water, which we regard as one cause of our good fortune. We had experienced during the night, an extraordinary Current, we saw much distant faint lightning, and in the morning great numbers of Birds of different Species. Soon after we got off the Shoal, the wind freshened up to a strong Gale from the N W which instantly occasioned a most dreadful and alarming Sea, that brought our vessel into considerable danger from the uncommon violence of the Waves.

"The 4th of February, two days before we got upon this Shoal, we struck Soundings on the Bank of Lagullas,
(Aguillas)

(Aguillas) with one hundred fathom of Line, the bottom a greenish Sand; our Latitude then by observation $37^{\circ} 20'$ South."

From the 4th, when they sounded until they made this Shoal, their run by Log was 212 Miles, in nearly a S W by S Course by Compass, and they made their variation 23° West. They make the part of the Shoal over which they ran to lie in $38^{\circ} 11'$ by account, for they had no observation of the Sun on that, or on the preceding day. Their Longitude by account make $19^{\circ} 37'$ East of Paris, or $21^{\circ} 57'$ East of Greenwich. In my Questions to the Passengers, I was particularly attentive to ascertain positively the existence of the Shoal, beyond all possibility of doubt, and I venture from their answers, Descriptions of what they saw, and explanations, to affirm that a very alarming and a dangerous shoal lies off the Bank of Lagullas to the Southward, and some Degrees to the Eastward of the Cape of Good Hope, rendered more dangerous from its being in the common track of Ships going the outward Passage to India. It is no improbable conjecture to suppose that this Shoal has proved fatal to some of those vessels, which have perished on the voyage to

India, and which have never yet been heard of. I repeatedly asked the Passengers if they thought it was possible, that they might have been deceived by the Shade of a Cloud, or by a particular appearance in the Sea; they agreed that as far as they could trust the evidence of their eyesight, to a very near, conspicuous and a distinct object, they could not be deceived. They not only saw Green Moss and Grass upon the Rocks, but in some places the bare Rock, perfectly distinct and plain on both sides of the Vessel, and one of the Passengers said he was convinced that the depth of water on some parts of the Rock, was not more than 2 fathom. After this danger, they did not venture into a higher Latitude than 35° in consequence of which they experienced a long continuance of bad weather, hard Gales at East, and South East, and very high Seas. They were fifty days in running down their Easting, and from the 22d of January to the 17th of May, from the Cape of Good Hope to Madras.

(Signed)

W^m. PETRIE.

Since

Since writing the above I have been informed from undoubted authority, that the Bank of Lagullas extends much farther to the South, than is laid down in the Chart of Major Rennell. * Capt. Hall, of the Worcester, tells me that he had Soundings in upwards of 37° South, Cape Lagullas bearing NWbN. b

(Signed)

W^m. PETRIE.

* Major Rennell's Chart has left the S^e Extremity of the Bank undescribed; so that this remark does not imply any condemnation of that Chart. A

b In a letter Mr. Petrie says, "Capt. Hall of the Worcester had Soundings in upwards of 37° South, Lagullas bearing NNW of him, and hard rocks with 50 fathoms, where he expected 200, and black sand, agreeable to the Chart." A

NB. The Chart cannot mean Major Rennell's, for he has no such depth as 200 fathoms. A

Advertisement.

Advertifement.

IT may not be amifs, in this place, to take fome notice of the different *Shoals*, reported to lye to the Eaftward of *Cape-Good-Hope*.

Lat. Long.fr.Greenwich.
 34° 24' S 38° 47' E. (20° 20' E from Cape.)

very high *Breakers* ftretching from E to W 14 or 15 leagues, at 3 leagues diftance 63 fathoms coarfe grey fand. Capt. *Francis Fowler*, from Capt *Will. Smith's Mem.* who fays, " Mr. Thomas Johnftone, now 2d Mate of the " *Houghton*, had this account from Capt. *Fowler's* own " mouth, and gave it to me in February 1770." Notwithftanding this, I am convinced that Capt. *Fowler* never faw any fuch *Shoal*; for I have examined all the Journals of the Ships he commanded; and I have no doubt this account refers to the *Slot van Capelle*, Capt. *Jacob Bows*. This is confirmed by a Memorandum of Capt. *Rannie*, which fays, " Capt. *Bows* told Capt. *Fowler* at *Princes Island* in 1748, " in his outward bound Paffage, that he faw *Breakers* that " run very high, it blowing frefh, brought to, and founded " had 60 fathoms water, was then by a good Obfervation " with Hadley's Quadrant in

38.24 38.47 41. e. 20° 20' E fr. Cape) "

Van Keulen

Lat. Long. fr. Green^{ch} *Van Keulen* gives a different position, viz.
 37° 19' S. 41° 30' E. (58° E fr. Tenerife)

but he says that persons on board doubted its existence.

Capt. *Peirce's* Memorandums give the following account, viz.

“ Capt. Jacob Bows in the Ship *Slot van Capelle* in the
 “ grey of the Morning saw *Breakers* right a-head, running
 “ prodigious high; upon which he hauled to the Southward
 “ ’till the body of them bore NE 5 leagues,^a brought to
 “ and founded 62 grey sand, and could discern them
 “ stretching a great way to the Eastward, at same time
 “ found by Observation Lat. 37° 24' S Long. from
 “ Cape 20° 20' ^b E, from Tenerife 58° 25' E. ”

37° 24' { 38° 47' or
 { 41° 55'

Capt. *Peirce* afterwards says, he found the following account in an old Journal kept on board the *Norfolk*, Capt. Bonham, 1754.

“ A Dutch Captain at Batavia, reported before the
 “ General and Council that he discovered in the Lat.

37° 24' 38° 47' (20° 20' E from C. Bona)

“ a *Shoal* with Rocks, and being little wind, he hoisted
 “ out his Boat, and sent her to sound; found from 15
 “ to 3 fathoms among the Rocks, some of which appeared
 “ above water, others the Sea *breaking* very high upon
 “ them,

^a A Mem. in possession of Capt. Clements, says 5 or 6 leagues.

^b D° 20° 24' E

them, and that the *Shoal* ran from E to W, nearly 8 or
 “ 9 leagues in length: one mile off to the Northward
 “ 150, the Ship was about 5 miles to the Northward of
 “ them, and every body could see the danger plain.”

The date of the Edition of *Van Keulen* which I have cited is 1753, The *Norfolk's* Voyage 1754, was *Madras* and home; so that it is scarcely possible that the event referred to in her Journal could have been subsequent to *Van Keulen's* publication; and it is obvious he was ignorant of such an event; I have no doubt all these reports, however discordant, refer to the *Slot van Capelle*: and it is equally apparent, that if her discovery had been attended with *soundings*, there could have been *no doubt* of the fact; which, we learn from *Van Keulen*, was the case with Persons on board of that Ship: the great variety of positions assigned, although not invalidating the fact, tends greatly to encrease the embarrassment.

Antecedent to this period, 1748, viz. in 1732 or 1733, Capt. *Worth* learnt from *M^cMüller*, *Master-Attendant* at the CAPE, that three years successively different Dutch Ships had seen in

23° 20'

43° 27' E

(25° E from Cape)

A *Shoal* above water, this is not mentioned by *Van Keulen*, but in

Lat. 40° 0' Long. 43° 30' (60° E from Tenerif)

he says a *Shoal*, even with the water, had been discovered by a Dutch Captain, and also 3 *spots of dry sand* on it, seen by the Yacht *Natris*

36 or 1
36° 30' } 41° 0'

(Meridien of Mozambique) *Sand* above water, Mr. Chisholm's Journal of the *Gatton*, at the India House, says, " this account I had from a Dutch Ship."

Having now recited all the *Dutch Reports*, of *Shoals* in this quarter, I shall proceed to the *English Reports*.

In *Purchas*' Account of the 2d Voyage, set forth by the East India Company, by *Thomas Clayborne*, he says, " 6th Oct. (1604) sailed out of *Bantam Road* with the " *Dragon* and the *Ascension*.

31° 48' S

" 15th Nov. Lat. 31° 48' S the wind NNW thick foggy
" weather, this day about 10 AM we came within a
" Ship's length of a *Rock* or *sunken Island*, the water
" shewed upon it very brown and muddy, and, in some
" places, very blue; and being a Ship's breadth or two
" to the Northward of it, we saw the water, by the Ship-
" side, very black and thick, as though it had been earth,
" or gross sand, boiling up from it; The Variation in
" this place is 21° from N to W decreasing.

" 16th Dec. saw the Coast of Africa Lat. 34° 20' S."
Unfortunately the Journal of this Voyage is not to be found

so that the position of this danger cannot be assigned with any precision.

The following Extract of a Journal in Ship *Princess Augusta*, Capt. Baddison, was inserted in Capt. Peirce's Book of Nautical Memorandums, but without the name of the Author; and the Journals at the India House take no notice of this Event.

" 6th Oct. 1765 At 10 AM perceived a place in the
 " water very much discoloured, about half a mile from
 " us, it appeared about the size of two ships-hulls. I take
 " it to be a *Shoal* with very little water on it, but cannot
 " be certain as we did not send a Boat to sound. The
 " water appeared very white as if there were coral rocks;
 " The Ship going only 2 Knots, we saw it more than
 " half an hour, and it did not change its colour. It was
 " at 10 AM we saw it, steering WbN, and at Noon
 " Lat. O $33^{\circ} 43' S$ Var. 25 W.

$33^{\circ} 41' S$ Lat. $36^{\circ} 7' E$ Long. from London, $67^{\circ} 53' W$ from Java Head."

The *Orford*, Capt. Edmund Smith, in the passage from *St. Helena* to *Bencoolen* 1744-5, sailed through *green water*, and passed, in the night, what appeared to be a *Shoal*; not far remote from the *Telemaque's Shoal*. The following is an Extract of his Journal at the India House.

" 1st Feb.

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" 1st February, Lat. O $38^{\circ} 43' S$ Long. from London $20^{\circ} 6' E$.

" 2d Lat. $38^{\circ} 41' S$ Long. from London $21^{\circ} 42' E$

" Variation $\left\{ \begin{array}{l} 15.55^* \\ 16.10 \\ 15.58 \end{array} \right. \begin{array}{l} *15.51 \\ \\ 15.21 \end{array} \right\} W$ By the Variation PM,

" and some old Journals, we should be about 3° to the

" Eastward of the CAPE yesterday, by my reckoning

" to-day we are $2^{\circ} 17' E$ of the CAPE.

" 3d February,

H. Weather. Winds. Course. K.F.

1 f . . . Calm PM, suddenly the Water was changed
2 W . ESE . 1.2 . . . very green and looked like Soundings.
3.4 . . . SWbW . . . 9.0 } At 5 PM sounded 110, about an hour
5 } before, saw floating stuff that looked like
reeds.
6 3.4 . . . Var. $\left\{ \begin{array}{l} 17.3^* \\ 17.10 \\ 16.31 \end{array} \right\} W$

" At Noon Lat. O $38^{\circ} 1' S$. Long. $23^{\circ} 47' E$ fr. London.

" Find a Current sett to the Northward.

" 4th February,

H. Weather. Winds. Course. K.F. fresh gales 1st and middle part, latter

1,2 h . . . SEbS SWbS 7.0 moderate and little wind.
3 SE SSW $\frac{1}{2}$ W 3.0 At $\frac{1}{2}$ past 3 PM, saw the green water
4 2.7 a-head of us again, we run into it and it
continued so all the day light.
5,6 SSW 6.7 Variation $16.7^* W$.

" At Noon Lat. O $38^{\circ} 35' S$ Long. $23^{\circ} 35' E$ 33' to

" Northward of Account.

E

" 5th

5th February,

H.	Weather.	Winds.	Course.	K.F.	
1,2	f . . .	SE	ENE $\frac{1}{2}$ N	3.2	Little wind and fair the 1st part, the latter
3	ENE	2.4	fresh gales with some squalls.
4	SWbS	EbN	3.0	As the water continued <i>green</i> all the afternoon
5	SSE	E $\frac{1}{2}$ N	3.2	and until night, we kept a good look out.
6	B	3.2	Var. $\left\{ \begin{array}{l} 16.5^* \\ 16.47 \end{array} \right\}$ W.
7	SbE	E $\frac{1}{2}$ S	2.4	
8	S	ESE	2.4	
9,10.	SbE	EbS	5.0	
11	S	ESE	2.0	

“ At 11 PM passed to *leeward* of some *dirty coloured*
 “ *water* that seemed to be a *Shoal*, but no *Breakers*; to
 “ appearance about 3 times the length of the Ship, and
 “ about as broad as she is long.

“ At Noon Lat. O 37° 59' S Long. 25° 10' E fr. London,
 “ 10' to Northward of Account.”

In 1780, on 18th July, The *Contractor* Capt. Baldwin in company with the *Ponborne*, Capt. Le Mesurier, fell in with what was supposed to be *Rocks above water*, but as they describe *them*, not to have had any *Breakers*, although they were going at the rate of 6 knots ~~per~~ hour, but only the *wash* of the *Sea* upon *them*, I have no doubt that they mistook the *backs* of *Whales*, for *Rocks*; they acknowledge that they saw *Whales* that day. *The supposed Rocks*

Rocks were not seen in the *Ponborne*. Their position is reported to be

38° 0' S Lat. 31° 38' E Long. (by Capt. Le Mesurier's Observations by ☉ and ☾ on the 26th July). Variation * 26° 57' W. next morning.

The following is Capt. Baldwin's account of them, attached to his Journal, at the India-House, but his Log of that day takes no notice of them.

" Ship *Contractor* Lat. A. 38° 12' S Long. 38° 33' E fr. London

" At $\frac{1}{2}$ past Noon a Midshipman on deck shewed the 2d Officer, something as he thought floating on the Water, and asked if it was a *Man overboard*; as soon as He saw it, discovered it to be a *Rock*: He gave me the immediate information, and I went out, when saw a *Rock*, even with the *Water's Edge*, the top of which resembled, as the Sea left it, a Vessel turned bottom upwards, and not half the Ship's length from us, just before the Beam [steering ESE with the wind at NW] clapt the Helm hard a-starboard, and just cleared it, it was within a *Boat's-length* of us, when under our stern; sounded $\frac{30}{30}$ fathoms. Some of my Officers would have persuaded me that it was a *dead whale*. Judging that we might see *more rocks* if it was a *Shoal*, ordered a strict look-out at the Foretopmast-head, Fore-yard and Bowsprit-end: kept our course; and, after running about half a mile saw *another Rock*, on the *larboard bow*, at a very small distance from us, looked well out a-head, and seeing nothing, kept on our course; sounded

50 fathoms, the *Rock 2* points *abaft* the Beam: This was a *steep ragged Rock*, the Sea covered it at periods, and when it *shewed*, you might see it *many fathoms deep*, as the Sea, or rather as a *swell*, ran exceeding hollow: stood on our Course, and kept a very good look out.

“ The *two Rocks* which in all probability lye at the extreme part of the *Shoal*, lye from each other about *ENE* and *WSW* distant about $\frac{1}{2}$ a mile.

“ Am apprehensive it is the *Shoal* laid down in the *Directory*, on the *Meridien* of *Mozambique*, though by our Accounts we are not so far to the Eastward by 3° .

“ Just as we passed the *last rock*, saw a *Grampus*, or *small-Whale*, blow; which confirmed many of our people that they were *only Whales*, but what convinced me they could be no other than *Rocks*; the *first* appeared round a-top, and under that part, as the Sea fell, you might see the *base* of the *Rock*: The *second* was at first formed, like a *P^o Sapata*,^{*} just out of the water, in shape, and as the Sea hove, you might see the *ragged rocks*, its appendages, The fin of the Fish was not larger than that of a very *small-Whale* or a *large Grampus*.

“ The

* i. e. like a *Shoe*. D

" The Weather was very thick all the morning, but cleared away as soon as we were past the *Shoal*.

" Variation the next Morning $\frac{7}{8}$ Medium 3 Azimuths $26^{\circ} 56'$ W.

" Had a great desire to lower the Boat down and be satisfied, but the Sea ran so high, and made it dangerous. We soon lost sight of them.

" On the 26th at Noon Capt. Le Mesurier had by Medium 3 Lunar Observations $55^{\circ} \frac{1}{2}$ Longitude, working back from that to the *Rocks*, I judge the Long. of the *Rocks* to be $31^{\circ} 38'$ E, or between $30^{\circ} \frac{1}{2}$ and 32° . The Latitude, by comparing with the Observation of the next day, I judge to be nearly 38° S.

" I am of opinion that in smooth water the Sea does not break, nor that they can be seen any great distance; the first one, which was the largest, being in the Smooth just even with the water's edge; The other we only saw in the hollow of the Sea, then could see the perpendicular 20 feet up and down."

Capt. Hardcastle of the *Hilborough* in a letter to the Secretary of the East India Company, dated False-Bay 12th May 1784, says " I take the liberty of communicating

F

" through

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“ through you to the Honorable the Court of Directors an
“ Extract out of a *Journal* in my possession of Capt. Bahl-
“ win's,” viz.

“ Tuesday 18th July 1780

“ Thick dirty weather with a fresh gale throughout the
“ twenty four hours.

“ At 1 PM Saw *two Rocks*, one, about half a Cable's
“ length from the Ship, bearing SEbS, and the other,
“ about a Cable's length off, bearing ENE. Sounded
“ no ground 50 fath^m.

“ Lat. O 37° 55' S

“ Long. in 39 15 E

“ Variation $\frac{1}{2}^{\circ}$ Med. 3 Az. 23° 17' W.”

Thinking, as I do, that *these* were *not* Rocks, any Com-
ment on the relations would be superfluous.

The *Glatton*, Capt. Clements, 9th Oct. 1780, was in
Lat. O 37° 58' S Long. 43° 9' E fr. Greenwich.

40th H. Weather. Winds. Course. K.F.

1,3 Cloudy . W . ESE $\frac{1}{2}$ S 21.4 Fresh breezes and cloudy, with a few
4,6 $\frac{1}{2}$. . . WbN . . . 24.1 squalls, and rain in the latter part.

“ At

“ At $\frac{1}{2}$ past 6 PM a Man at foretopmast-head called out
 “ that he saw a sand bearing about E; hauled our wind
 “ immediately upon the man calling out; I [i. e.
 “ Mr. Welladvice] went to the mast-head, but could not
 “ see any thing of it. I am inclined to think it was only
 “ the reflection of the Moon, for he did not see it break,
 “ and from the Bearings we must have passed much
 “ nearer to it than when he saw it.”

This remark seems to be a mistake, for it bore E, Variation allowed E 28° N, they immediately hauled their wind and stood S, Variation allowed S 28° E, so that they never could approach nearer to it, but got farther from it.

“ At Noon Lat. O $37^{\circ} 50' S$ $5'$ to Northward of Account
 “ Long. $46^{\circ} 24' E$. Variation $27^{\circ} 58' W$.”

Capt. Clements remarks, in his Journal at the India House, that “ upon my shewing the *Reflection* of the Moon
 “ on the *Water*, to the Man who first called out that he
 “ saw a sand, and asking him, if what he saw was
 “ like

"like that, he said, no; and that he believed what he
 "saw to be a *sand*: and yet the *Sea*, which was rather
 "high, not *breaking* upon it, leads me to think it was
 "nothing but the reflection of the Moon."

37° 53' S 43° 57' E by last Observation ☉ and ☾ brought on (i.e. 25° 30' E of Cape) "

P. S.

Tavistock, Capt. Cuth, 1749.

"24th May steered away E on account of a *Shoal* dis-
 "covered by the *Dutch* about 25° @ E from the CAPE,
 "Lat. 38° 28' S * being made by them in that Latitude
 "three years following; The latter struck off her Rudder
 "on it, but no farther damage: all this is affirmed by
 "the Dutch at the CAPE."

* Here follows 30-29 which I do not understand.